

Shipping

STEAMERS.
DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.

"NAMOA."
Captain Harris, will be despatched for the
above Ports on MONDAY, the 24th instant, at
Noon, and not as previously notified.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 22nd July, 1893. [820]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"BENLOMOND,"
Captain Thomson, will have quick despatch for
the above Port.
For Freight or Passage, apply to
CARR, LIVINGSTON & CO.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th July, 1893. 1777

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at MACAO, TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through passage to AFRICA, NEW ZEALAND, &c.)

THE Steamship
"CATTERTHUN,"
Captain Shannon, will be despatched for the
above Ports on WEDNESDAY, the 26th instant,
at Daylight.
This well-known Steamer is specially fitted
for Passengers, and has large Cooling Cham-

bers, thus ensuring a supply of Fresh Meat,
Ice, &c., throughout the voyage. A duly qualified
Surgeon is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th July, 1873. 1773

"SHIRE" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND

THE Steamship
"PEMBROKESHIRE,"
 Captain Gedge, will be despatched as above on
 or about the 28th instant.
 For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
 Agents.

"SHELL" LINE OF STEAMERS.
 FOR HAVRE AND LONDON, VIA SAIGON.
 THE Steamship
 "SPONDILUS,"
 Captain —, will be despatched for the above
 Ports on or about the 21st August.
 For Freight or Passage apply to

SHEWAN & Co.
 Agents.
 Hongkong, 20th July, 1893.

Consignees.
 PACIFIC MAIL STEAMSHIP COMPANY.
 NOTICE.

CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from along-
side.
- Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and

expense.
J. S. VAN BUREN,
Agent.
Hongkong, 17th July, 1893.

To be Let.

**TO LET,
WITH IMMEDIATE POSSESSION.**

A SEVEN ROOMED HOUSE at Robinson Road, "PARSEE VILLA," with a Large Garden attached, Water and Gas laid on. **ONE, GODOWN No. 117, Praya East** Bowrington.

Apply to
DORABJEE NOWROJEE,
Victoria Hotel.
Hongkong, 3rd July, 1893. (7d)

TO LET.
N^O. 2, SEYMOUR TERRACE.
THIRD FLOOR in No. 6, Queen's Road.
ROOMS in College Chambers.
No. 4, OLD BAILEY STREET.
OFFICES in Victoria Buildings.
DAVID SASSOON, SONS & Co.
Hongkong, 23rd June, 1893. [63]

TO LET,
FROM 1ST OCTOBER NEXT TO 31ST MARCH,
1894.
N^O. 2, HILLSIDE, PEAK, for \$45.00 and
taxes.
Apply to
A. HERBERT RENNIE,
P.W.D.
Hongkong, 14th July, 1893. [799]

TO LET.
OFFICES in Praya Central, above Messrs
Douglas Lauprak & Co.'s Offices.
"THE WILDERNESS," in Caine Road.
OFFICES, First and Second FLOORS of No
Queen's Road Central, over the Bank of
China, Japan and Straits Limited.
Nos 11 & 12, COOMBE ROYAL—a large
house of 1000 sq. ft. on 1/2 acre.

NEW HOUSES in Elgin Street, Peel Street and Stampton Street.
No. 4, RIFON TERRACE—Bonham Road.
No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank (in Liquidation).
No. 4, BLUE BUILDINGS.
FLOORS and GODOWNS in Blue Buildings.
GROUND and FIRST FLOORS of No. 5, Shelley Street.

NO. 10, OLD BAILEY,
 NO. 14, KNOTSFORD TERRACE, Kowloon
 NO. 9, CHANCERY LANE.
 Apply to
 THE HONGKONG LAND INVESTMENT
 CORPORATION OF OVERSEAS AGENCY Co., Ltd.
 Hongkong, 4th July, 1892.

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., LD.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers:

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, *Free of Extra Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For **COAST PORTS**, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER
SODA WATER
LEMONADE

POTASH WATER
SALTZETZ WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
LEMON SQUASH
GINGER ALE
RASPBERRYADE
GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
of The Hongkong Dispensary, Hongkong.

The Hongkong Telegraph.

HONGKONG, SATURDAY, JULY 22, 1893.

THE PRESS OF HONGKONG.

FROM the report of last night's very valuable lecture and discussion, published in this issue, it will be seen that a serious charge is levelled against the press of Hongkong—that of being regularly so far behind the times as to be of practically no value—on the authority of Capt. TILLET, marine superintendent in the Far East for the Canadian Pacific, and president of the Marine Officers' Association, backed up by the members of that body. We were surprised at these statements, and hurt deeply; for we have struggled twelve years to keep ahead of the times, at any cost—and it has cost us dearly in many cases—but we did feel the satisfaction of a consciousness that we had fairly well succeeded in doing our duty. Judge, then, our disappointment at finding such public insults thrown at us—and all because their authors take only the alleged morning paper as a criterion on which to base indiscriminate abuse of the whole local press, in a matter which is the very life-blood of a newspaper—freshness of news! *The Daily Press* is "never more up-to-date than 24 hours behind the times," and so the whole local journalistic community is condemned. *The Hongkong Telegraph* is published every day before 6 p.m., and has been giving the news up to half an hour before, daily for all these years, and still there are people whose heads have withstood the siege and remain solid against the keenest efforts of enterprise even now! Last night's report runs into five columns, and is given complete in this issue; yet probably there will be fossils who will placidly wait until the *Daily Press* comes out with a mutilated yarn, some day next week—and then these good people will sleepily murmur that "the Hongkong newspapers are not up to date." We must protest with all our might against being set down by the ignorant in the same category as the *Daily Press*. Captain TILLET actually had the nerve to mention

it in the same breath with the London *Times*! Not that he is specially to blame more than many others, in referring to the morning paper as if it represented Hongkong journalism, or any journalism on earth; similar cases of obstinate adherence to *stilt* are far too common. There is another point in Capt. TILLET's speech which ought to be taken up; he intimated that the local journals were capable of obstructing reform in the system of weather forecasting, by "charging too much for advertising," or by "pledging lack of space." Now, though space in the *Hongkong Telegraph* is valued at—and brings—never less than \$20 a column per day for advertisements, yet we have always cheerfully given the weather nearly a column in each issue, and never dreamed of being paid a cent. Other papers may be mean enough for anything, but that is not our business; and we hereby offer to follow up our wonderful generosity (as no doubt it will seem to those who believed the gallant captain's *intimado*) by printing the improved forecasts gratis as soon and as long as they are sent to us, in some such form as he suggested. For, with all his foolish notions about the press, he certainly made a most admirable suggestion as to meteorological notifications, and there is no need for further argument to show how worthy of support the idea is. We hope and trust to see the proposition carried out by those concerned—not the least valuable point about it being that of meeting expenses without calling on the ratepayers.

TELEGRAMS.

ST. AM.

LONDON, July 21st.

Sir Edward Grey, Parliamentary Secretary to the Foreign Office, stated in reply to a question in the House of Commons that the Government was unaware of the precise terms of the ultimatum issued by France to Spain, and that Great Britain was only interested so far as any territorial arrangements or alterations were concerned.

LORD DUFFERIN RETURNS TO PARIS.

The Cabinet has prevailed on Lord Dufferin to return to his post at Paris forthwith, and has instructed him to amicably exchange views with the French Government.

LOCAL AND GENERAL.

WHEN hope dies hell begins.

CHRIST was crucified by sinners who occupied front seats in the Tabernacle.

THE silk ex steamship *Victoria* was delivered in New York on the 19th inst., say 12 days from Hongkong and 21 days from Yokohama.

THE difference of a farthing per lb. in the total trade turnover of sugar in the United Kingdom for a year means no less than £300,000.

Old Soak—That's a finger-bowl, not a goblet! Berlin Bleet—Sh—l. Don't say a word. The Club price for beer is five cents a glass and you can use wet kind of a glass you please!

THE Gymkhana meetings are singularly unfortunate in the matter of weather this season. To-day, again, the race-course is simply a dreary lake of muddy water, and of course the programme of sport fixed for this afternoon has had to be postponed.

THE first steam lifeboat built for the National Lifeboat Institution has been successfully tested on the Mersey. She is propelled by engines acting upon pump machinery which give motion to the vessel by ejecting four turbines at the vessel's side the water admitted at the bottom of the hull. This, expelled at the rate of a ton per second, propels her at the rate of nine knots.

At the Magistrate's day, before Capt. Hastings, Wong Yuk Mau, a "chickha" coolie, was charged with bringing his vehicle (containing a passenger) down Wyndham Street at a furious pace yesterday, damaging a chair and a "chickha" the foot of the hill in Queen's Road. He admitted the offence, and was ordered to pay 25 cents fine, \$1.50 compensation to the owner of the damaged "chickha," and 75 cents for the chair.

OUR esteemed morning contemporary states that the jury in the Supreme Court yesterday included eight men instead of seven, the superfluous one being Mr. Meyerink, whose absence from the court has escaped the notice of the *Lyceum* of D. P. man. Or perhaps the defaulting jurymen bribed the *Press* to put him in there, in order to produce evidence that he was in Court all the time and was therefore not liable to any punishment. That is the worst of not copying from our report, as *Granny* did in the Summary Court case yesterday—and so got the story correctly.

THE Liek Observatory telescope will shortly lose its pre-eminence. We read that the shop of Alvan Clark & Sons, Cambridgeport, Mass., are now in process of construction two huge telescopic instruments which are soon destined to prove of universal interest. These machines are the enormous 40-inch lens telescope, which is almost complete for the Kenwood Observatory of the University of Chicago, and the Bruce photographic telescope, which is being made for the astronomical observatory of Harvard College. The lenses for the Chicago telescope are four inches larger than the lenses in the telescope at the Liek Observatory, and are forty inches in diameter. The other telescope is the outcome of a gift of \$50,000 which Miss C. W. Bruce, of New York, made to the astronomical observatory at Harvard College for the construction of a photographic telescope, having an objective of about twenty-four inches aperture, with a focal length of eleven feet. The instrument differs from other large telescopes in the construction of its object-glass, which is a compound lens of the form known in photography as a *portable lens*.

The devil never throws any bricks at the preacher whose religion is all in his head.

It is estimated that there are 430,000,000 Christians in the world. But a large proportion of them so contrive it that the casual observer might think the number a great deal smaller.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels holding code pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

INSPECTOR Stanton charged Au Young Wing, accountant to a Chinese store at 169 Praya Way, before the magistrate to-day, with selling a jar of *jamshu*, price about six mace (say 80 cents) yesterday without a licence. Mr. Stanton defended the prisoner, who was remanded to the 24th, on a bill of \$200.

On the 18th inst. Sergeant Niven, of the water police, caught the steam-launch *Kwong Ching* with 98 passengers on board, whereas her licence only allowed 87; but the skipper, seeing his danger of being run in, popped over the side and painted out the figure "87," substituting "98." He was detected, however, and brought up in the Police Court to-day before the magistrate, who fined him \$25 or two months for the attempted "forgery" (if it may be so termed) and \$38 for the passengers in excess.

AN exchange states that the London potato market has become overstocked that extraordinary, or rather ridiculous, prices have been paid for supplies of the tubers. One lot of 35 tons realised, after the payment of incidental expenses, the sum of 125 rod, or less than 41d per ton for the grower. In another case a lower price was reached, as a consignment of two trucks was disposed of for 7d less than the cost of carriage and commission, and the unfortunate farmer who raised the potatoes was out of pocket to that extent. The humorous aspect of such sales is not likely to strike the seller.

SINCE the Hon. E. R. Bellin has relegated to himself the duty of proposing votes for the erection of Government Houses and other philanthropic works, might we draw that eminent reformer's eye to the present dilapidated state of the shed on Pedder's Wharf? It is a sad sight to see and affords as much shelter to persons waiting there for the ferry boats as a cold ordinary stove. And besides, a police-man is always stationed on the wharf and the health of these men is a consideration that should have some weight. We think "Bellin" might turn on his eloquence and have his vote passed—five or ten dollars would about cover the cost of the necessary repairs.

We have received the prospectus and first few sheets of the *English and Chinese Dictionary*, which is now in course of compilation and publication. Nearly two hundred editors are engaged upon the various departments of the work and it is said that they have been selected from the front ranks of British and American scholarship; each is representative of all that is latest and most approved in his own field of exploration and research. It is claimed for the dictionary that when completed it will reflect the whole scholarship of the present age and will contain 1,000,000 words; 50,000 more than any other dictionary of the language. The publishers are Messrs Funk and Wagnall, of New York, London and Toronto.

THE absence of masts and ship rigging on the vessels of our new navy has made necessary a new arrangement of watches on board, which will soon be submitted for approval by the *Army and Navy Register*. The old time port and starboard watches for the foremast, the main and mizzenmast and the after guard will be abandoned in favor of a division of the crew into four equal parts. The four equal divisions will represent the quarter sections of the ship, with special bearing on the guns. Each man will be designated by four numerals; the first to represent his corps, the second at what gun he is stationed and the last two numerals his individual number; thus, 1233 might belong to a machine, supporting his corps as represented by the numerals 1233, and be stationed at the 1233rd division, while his individual number, which would be borne on his hammock and other belongings, would be 13.

THERE is another old lady in "Peak Record." Over the *now de glorie* of "Peak Record" she has written the *Daily Press*, claiming that she pays for the Observatory, she ought to know what they want, but this one's taking capacity is great. The wonder is that she has not asked for the carb, the sun and moon—and the man therein. Failing to have the Observatory placed up on Mount Ararat, madam thinks that the posting of the Meteorological Register at the Tram Station would, in a measure, have a cooling effect on her nerves; for instance, when a thunderstorm is signalled she could retire to the conclusion that her bath-room grants; and when a typhoon was approaching, why, the lady could come down to the city and put up at the Grand, or the Land We Live In, or some other fashionable hotel down West. Anyhow, why doesn't this person lodge in the luxury of a local newspaper? She will find all the meteorological notices that are issued from the Observatory daily chronicled in these columns.

YE MISSIONARY'S TALK.

He was a missionary who came from London City. His grammar was extremely bad; his speech not wise nor witty; and as to manners, none he had, to our surprise and pity.

He told by letter and by talk of all our cash to ease us; and never in his saintly walk did he attempt to please us. Except to tell us he had brought ten coolies with him.

His wages were three pounds or four per week and he was married. He chose a misce of two acres, whose mission had miscarried.

And then some fifty pounds or more were to his credit carried.

God blessed this union with a son, which brought them pounds eleven.

The next year saw a daughter done, which netted guineas seven.

And then received they fifty-one, when both kids went to Heaven.

He built a chapel by the sea, it cost a thousand thirty!

And then a fine academy for coolies poor and dirty.

Much more it cost, two times or three—but O, it was so worthy!

Fall many a tennis-ground he trod, as do most reverend teachers!

He spent some twenty years and odd upon the heathen grates.

And seven thousand pounds for G—d on church and other features.

In sanctimony he retired with pounds twelve thousand and twenty.

Not quite as much as he desired, though not a farthing less he.

To wealth, not coolies, he aspired, and wealth he got in plenty.

THE CHINA.

Five million sterling is the estimated annual loss through the ravages of rinderpest among the cattle in India.

An engaged girl is never so happy as when she is talking about it to another girl who is not engaged and is not likely to be.

Old Soak (at the Club)—Say, dear boy, where are the nappies? Berlin Bleet—Mile friend, in our club de members use de table-cloth!

BEFORE Capt. Hastings at the Magistrate's day, a coolie named Wong A Shin was sent to gaol for two months, for having used his employer's pass-book and obtained four piculs of rice, valued at \$12.78, from the Man Tai shop, in Possession Street, on the 16th and 20th July. He pleaded that he was a poor man and wanted to keep his family from starving; he "intended to repay the money as soon as possible." This excuse only goes down when it is a \$100,000 case.

THE writer of the paragraph in to-day's *Daily Press* about a "chickha" accident that occurred in Queen's Road yesterday afternoon, should be ducked in a horse-pot. He gleefully describes how a Sikh policeman marched up Wyndham Street pulling the unfortunate coolie by the queue while the latter, "considerably blown and distressed, labouredly pulled the 'chickha' etc." Now, the man who could look quietly on without protest while so brutal an outrage was being perpetrated could not possibly possess more manhood than the Sikh himself. Besides, what right has the constable to arrest the man at all without first ascertaining if he had not been forced down Wyndham Street by his "fan"? And to make the unfortunate man drag his "chickha" up Wyndham Street was as unjust as it was unlawful. It was the constable's duty to attend to that after he had taken the man into custody.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Mr. Filding Clark, Chief Justice.)

July 22nd.

THE DEFAULTING SPECIAL JUROR.

H. F. Meyerink, who had failed to appear when his name was called for the special jury in the Second Street murder case yesterday, put in an appearance to explain the affidavit which he filed yesterday afternoon by order of the Court in extension.

His lordship read the affidavit, which was to the effect that the summons served on Mr. Meyerink calling him as a special jurymen had been accidentally blown off his desk by the "typhoon" while he was away, so that he knew nothing about it.

His lordship said—Mr. Meyerink, are you aware that I have been told quite another story? The bill of this Court is prepared to swear that when he went to serve you with the summons for your non-attendance, at 10.25 yesterday morning, he saw the first summons then on the date-book in front of you, on your desk, and that you said "Oh, is this Friday?" Is that correct?

Mr. Meyerink:—No, it is not correct!

His lordship:—Well, I will direct the bailiff to file an affidavit, and you will have an opportunity to contradict his story.

THE SECOND STREET MURDER.

The hearing of evidence in the Second Street murder case, previously reported, was then continued.

THE STORM-TOSTED JUROR.

Upon the Court reassembling after lunch, Mr. Meyerink appeared, with Mr. J. G. Wright, solicitor.

Mr. E. Robinson said—May I please you, my lord, in the matter of Mr. Meyerink I am instructed to make an application. Your lordship is aware of all the circumstances up to this point. An affidavit has now been filed by Mr. Howell and was served on Mr. Meyerink by one o'clock.

Notice was given to Mr. Drakon that this case would be coming on at a quarter past two, and there has not been time—as he did not appear in the case—when he was so quick to file an affidavit, and I would ask your lordship to allow it to stand over till some time on Monday, so that Mr. Meyerink may have proper facilities for making an affidavit in reply to Mr. Howell's.

His lordship:—I don't attach much importance to a affidavit, you know. It seems to me to be a little bit doubtful whether Mr. Meyerink has given a candid explanation of his forgetfulness, but that is not the only point. It seems rather to corroborate, rather than to contradict, the fact that he was not at the court, but at the same time I think there has been a great carelessness on his part. If you wish to file an affidavit I will adjourn consideration of the point till Monday.

Mr. Robinson (after consultation with Mr. Wright):—After what your lordship has said Mr. Meyerink is willing to answer any questions, and leave the matter in your lordship's hands.

His lordship:—Very well. Mr. Meyerink, you see what the bailiff says; he says he saw the summons for you to attend before your lordship when he went to serve the second summons that you were to attend here and show cause why you did not attend as a special juror; and that looks, as you said last of it, as if you were mistaken when you said that the summons had blown off your desk and that was why you did not see it. That leads me to think it was not a very candid explanation of your forgetfulness, but that is not the point. I am willing to believe that you did forget and did not want to disobey the summons of the Court to attend as a juror; and that is the sense in which I am inclined to deal with your case. I need not tell you that jurors should be exceedingly careful in attending to summonses, as, if they do not, they fail in their duty, and are doing an injustice to the other gentlemen of the jury, who might be called upon to serve in their place. We all know it is a very unpleasant duty to serve on a jury, but it is a public duty open up to you, and I must, as far as I can, see that jurors do not carelessly about these matters. If it had been satisfied you were not mistaken I would have fined you heavily; as it is I think you were exceedingly careless, and I fine you \$25.

THE MURDER CASE.

The Second Street murder case occupied all the rest of the day.

At 6.15 p.m. the jury, after a long retirement, brought in a unanimous verdict of "guilty."

Pleasant said he preferred hanging to imprisonment.

His lordship passed sentence of death. This concluded the Session.

"HOW TO MANAGE FOUR SHIP IN A TYPHOON."

BY DR. W. DOBERCK, DIRECTOR OF THE HONGKONG OBSERVATORY.

Dr. W. Doberck, director of the Hongkong Observatory, delivered a lecture on "How to manage your ship in a typhoon," at the rooms of the British Mercantile Marine Officers' Association.

He began by saying that a typhoon was a very dangerous thing, and that it was very important to know how to manage a ship in a typhoon.

He then went on to say that the first thing to do when a typhoon was approaching was to get the ship out of the way of the wind.

He then went on to say that the next thing to do was to get the ship out of the way of the sea.

He then went on to say that the third thing to do was to get the ship out of the way of the rain.

He then went on to say that the fourth thing to do was to get the ship out of the way of the lightning.

He then went on to say that the fifth thing to do was to get the ship out of the way of the thunder.

He then went on to say that the sixth thing to do was to get the ship out of the way of the hail.

He then went on to say that the seventh thing to do was to get the ship out of the way of the snow.

He then went on to say that the eighth thing to do was to get the ship out of the way of the ice.

He then went on to say that the ninth thing to do was to get the ship out of the way of the fog.

He then went on to say that the tenth thing to do was to get the ship out of the way of the darkness.

He then went on to say that the eleventh thing to do was to get the ship out of the way of the silence.

He then went on to say that the twelfth thing to do was to get the ship out of the way of the loneliness.

He then went on to say that the thirteenth thing to do was to get the ship out of the way of the despair.

He then went on to say that the fourteenth thing to do was to get the ship out of the way of the hopelessness.

He then went on to say that the fifteenth thing to do was to get the ship out of the way of the helplessness.

He then went on to say that the sixteenth thing to do was to get the ship out of the way of the powerlessness.

He then went on to say that the seventeenth thing to do was to get the ship out of the way of the weakness.

He then went on to say that the eighteenth thing to do was to get the ship out of the way of the poverty.

He then went on to say that the nineteenth thing to do was to get the ship out of the way of the hunger.

He then went on to say that the twentieth thing to do was to get the ship out of the way of the thirst.

He then went on to say that the twenty-first thing to do was to get the ship out of the way of the cold.

He then went on to say that the twenty-second thing to do was to get the ship out of the way of the heat.

He then went on to say that the twenty-third thing to do was to get the ship out of the way of the wind.

He then went on to say that the twenty-fourth thing to do was to get the ship out of the way of the sea.

He then went on to say that the twenty-fifth thing to do was to get the ship out of the way of the rain.

He then went on to say that the twenty-sixth thing to do was to get the ship out of the way of the lightning.

He then went on to say that the twenty-seventh thing to do was to get the ship out of the way of the thunder.

He then went on to say that the twenty-eighth thing to do was to get the ship out of the way of the hail.

He then went on to say that the twenty-ninth thing to do was to get the ship out of the way of the snow.

He then went on to say that the thirtieth thing to do was to get the ship out of the way of the ice.

He then went on to say that the thirty-first thing to do was to get the ship out of the way of the fog.

He then went on to say that the thirty-second thing to do was to get the ship out of the way of the darkness.

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He then went on to say that the fortieth thing to do was to get the ship out of the way of the poverty.

He then went on to say that the forty-first thing to do was to get the ship out of the way of the hunger.

He then went on to say that the forty-second thing to do was to get the ship out of the way of the thirst.

He then went on to say that the forty-third thing to do was to get the ship out of the way of the cold.

He then went on to say that the forty-fourth thing to do was to get the ship out of the way of the heat.

He then went on to say that the forty-fifth thing to do was to get the ship out of the way of the wind.

He then went on to say that the forty-sixth thing to do was to get the ship out of the way of the sea.

He then went on to say that the forty-seventh thing to do was to get the ship out of the way of the rain.

He then went on to say that the forty-eighth thing to do was to get the ship out of the way of the lightning.

He then went on to say that the forty-ninth thing to do was to get the ship out of the way of the thunder.

He then went on to say that the fiftieth thing to do was to get the ship out of the way of the hail.

He then

The Hongkong Telegraph.

No. 3504

SATURDAY, JULY 22, 1893.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital £1,000,000
Subscribed Capital £2,500,000

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq. Chow Tung Shing, Esq.
Chan Kit Shan, Esq. Kwan Hoi Chuen, Esq.
H. Stoller, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches:—London, Yokohama, Shanghai and Amoy.

BANKERS.

The Commercial Bank of Scotland.
Farrs Banking Co., and The Alliance Bank (Ltd.)
Interest 12 months Fixed, 5 per Cent.
CURRENT ACCOUNTS 3 " 3 "
Hongkong, 24th May, 1893. [8]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL £2,000,000
CAPITAL CALLED-UP £251,093.15.0

BOARD OF DIRECTORS:—
Wm. Keswick, Esq.—Chairman.
Adolf von Arnim, Esq. F. D. Sassoon, Esq.
Robert Lawson, Esq. H. D. Stewart, Esq.
David McLean, Esq.

HONGKONG COMMITTEE:—
The Hon. J. J. Kerwick, The Hon. C. P. Chater,
H. Hopkiss, Esq.

Head Office—3, Princes Street, London.
Branches—Bombay, Calcutta, Hongkong, and Shanghai.

Agencies—Penang, Singapore, and Yokohama.

RATES OF INTEREST.
ALLOWED ON CURRENT ACCOUNTS
and Fixed Deposits, can be ascertained
on application.

CHANTREY INCHBALD,
Manager.
Hongkong, 10th April, 1893. [199]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,185,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months, 4 per cent.
" 6 " 3 " 3 "
" 3 " 2 " 2 "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 4th February, 1893. [192]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.
AFTER this date NO FULLY PAID-UP
SHARES of this Company will be
TRANSFERRED on which the Calls on the
NEW SHARES standing in the same Name
remain unpaid.
By Order,
R. LYALL,
Secretary.
Hongkong, 10th April, 1893. [144]

HONGKONG HOTEL COMPANY, LIMITED.

SUMMER CHARGES.
JUNE, JULY, AUGUST AND SEPTEMBER.
\$75 PER MONTH
for BOARD and LODGING in ROOMS facing
Pedder Street or to the Eastward.
FURNISHED ROOMS without Board
\$45 PER MONTH.
Apply to Manager and/or Secretary.
HONGKONG HOTEL.
Hongkong, 10th May, 1893. [187]

THOMAS' GRILL ROOMS.
(Corner of Queen's Road and Duddell Street.)
THE Undergrill has always thought that
such a place as this was the one thing
needed to fit in between HOTEL LIFE and the
PRIVATE BOARDING HOUSE—providing it be
first-class in every detail. A place where one
may have his GRILLED CHOP or STEAK
at any hour of the Day, up to 11 P.M., or later
if needed be given. He is also prepared to
SUPPLY MEALS to PRIVATE PARTIES
per MANU or ORDER—the Parties—single
Dishes, &c., for same—and Cash. Scale on
application.
Monthly Board for One Person, \$35.00
Tiffin, \$15.00
AMERICAN FROZEN OYSTERS always
on hand and served in every Style.
Breakfast, \$2.50
Tiffin, \$2.50
Dinner, \$2.50
SPECIAL TIFINS and DINNERS served
in Excellent Style at short notice.
W. THOMAS,
Proprietor.
Hongkong, 3rd May, 1893. [198]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED, UN-
FURNISHED ROOMS, with Board and
Table Accommodation.
Apply to
Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 28th February, 1893. [36]

NOTICE.
COMFORTABLY FURNISHED, UN-
FURNISHED ROOMS with TABLE
ACCOMMODATION.
Apply to
Miss MOONEY,
22, Coleridge Road.
Hongkong, 15th July, 1893. [162]

Insurances.

**AN ENDOWMENT
POLICY FOR £500.**

AMONG THE MANY ADVANT-
AGES of this form of Assurance, the
following may be mentioned:—
(a)—It secures an immediate Provision
for wife and family or other rela-
tives in event of early death.
(b)—It provides a Fund for Retirement.
(c)—It supplies an excellent investment
for the regular accumulation of
small fixed sums of money.
(d)—The Surrender and loan values are
larger than under ordinary Policies.

2. AFTER THE POLICY HAS BEEN
THREE YEARS IN FORCE—
should the Policy-holder wish to dis-
continue future payments, he will
be entitled to receive, on application,
a FREE PAID-UP POLICY for the Sum
Assured, as explained in the Pros-
pectus.

DODWELL, CARLILL & Co.,
Agents,
STANDARD LIFE OFFICE.
Hongkong, 7th July, 1893. [747]

**THE STANDARD LIFE
ASSURANCE COMPANY.**

ANNUAL REPORT, 1893.
THE SIXTY-SEVENTH ANNUAL
GENERAL MEETING of the Company
was held at Edinburgh on TUESDAY, the 11th
April, 1893, A. R. C. PITMAN, Esq., W.S., in
the Chair.

RESULTS COMMUNICATED IN THE REPORT.
AMOUNT PROPOSED FOR
ASSURANCE during the year
1892 (1,015 Proposals) £2,295,525
AMOUNT OF ASSURANCE AC-
CEPTED during the year 1892
(for which 3,455 Policies were
issued) £1,766,842
ANNUAL PREMIUM on new Pol-
icies during the year 1892 £68,156
CLAIMS BY DEATH UNDER
POLICIES during the year 1892,
inclusive of Bonus Additions, £694,056
CLAIMS UNDER ENDOW-
MENTS matured the year, £11,885
SUBSISTING ASSURANCES at
15th November, 1892, £2,433,181
AMOUNT OF POLICIES ISSUED
during the last five years, 7,907,018
ACCUMULATED FUNDS, £7,741,654
ANNUAL REVENUE, £1,022,610
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 20th July, 1893. [182]

**SOUTH BRITISH FIRE AND MARINE
INSURANCE COMPANY OF
NEW ZEALAND.**

THE Undergrill are prepared to accept
FIRE and MARINE INSURANCES on
favourable terms.
Current rates, and a guaranteed Bonus equal
to that paid by the local Offices.
S. J. DAVID & Co.,
Agents.
Hongkong, 1st November, 1892. [415]

GENERAL NOTICE.
**THE ON TAI INSURANCE COMPANY,
(LIMITED.)**

CAPITAL, TAELS 100,000, \$833,333.33.
EQUAL TO
RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. LO YUEN MOON, Esq.
LOU TAO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE, 8 & 9, PRINCE WEST.
Hongkong, 17th December, 1892. [186]

Intimations.

AMOI PILOTAGE SERVICE.

NOTICE is hereby given that a VACANCY
exists in the HARBOUR PILOTAGE
SERVICE of this Port, and that in accordance
with General Regulation IV. an EXAMINA-
TION OF CANDIDATES will be held by the
Board of Appointment in the HARBOUR MAS-
TER'S OFFICE on TUESDAY, the 25th July, at
10 A.M.

R. TRANNACK,
Harbour Master.

Approved:
JAMES W. CARRALL,
Acting Commissioner of Customs.

Customs House,
Harbour Master's Office,
Amoy, 17th July, 1893. [1810]

NOTICE.
NOTICE is hereby given that the TRADE
MARKS of the MAN LOONG (萬隆)
FIRM, Manufacturers of PRESERVED
GINGER and other SWEETMEATS, have
been registered in this Colony pursuant to
Ordinance No. 16 of 1873.

Head Office:—HONGKONG, CANTON. Hongkong
Office:—No. 374, QUEEN'S ROAD CENTRAL.
LEUNG YU SANG, Manager.
WONG HOI CHOW, }
Hongkong, 15th May, 1893. [1539]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL-AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRINCE CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS' GENUINE
COMPOSITION.
HARTMANN'S GREY PAINT.
DANIEL'S PATENT MOTOR LAUNCHES,
&c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.
R. E. S. O'NEILL, PRINTER.
Hongkong, 14th July, 1893. [1790]

Intimations.

KELLY & WALSH, LD.

JUST LANDED

**CAPSTAN NAVY
CUT.**

MILD, MEDIUM OR FULL FLAVOURED IN HALF POUND AND QUARTER POUND
TINS.

PIONEER BRAND.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 22nd July, 1893. [7]

THE

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "KREMLIN"—A. B. C. Code.—TELEPHONE, No. 31.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East,
affords unequalled accommodation to travellers and others. It is situated in the centre of
the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf
(the principal landing stage of the Colony) and in close proximity to the Banks and Shipping
Offices.
THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.
THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cuisine being
under experienced supervision.
THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to
spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.
The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new, Bar and public
BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.
A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour
adjacent to the HOTEL, and is under the same Management.
THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.
HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers
and baggage from the Entrance Hall to each of the five floors above.
NIGHT PORTERS and WATCHMEN are continually on duty.
R. TUCKER
Manager.
Hongkong, 15th February, 1892. [108]

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING AND HOSIERY.
SUMMER UNDERWEAR, SHIRTS AND COLLARS.
NEW SCARFS AND TIES.
RAIN COATS AND CHAIR APRONS.
UMBRELLAS, LEGGINGS, RUBBER BOOTS.
HATS.
TENNIS SHIRTS, TENNIS SCARFS, TENNIS SHOES, TENNIS BATS,
TENNIS BALLS, TENNIS NETS.
BATHING DRAWERS, BATHING DRESSES, SPONGES, TOWELS, BATH SUNDRIES.

Hongkong, 5th July, 1893

W. POWELL & CO.

LARGE SHIPMENT OF
CROCKERY.

BED-ROOM TOILET SETS, TEA AND BREAKFAST SERVICES, DINNER SERVICES,
TETE-A-TETE SETS, JUGS, BASINS, HOUSEHOLD REQUISITES,
&c. &c. &c.

W. POWELL & CO.

Hongkong, 10th July, 1893.

W. BREWER.

NEW STOCK ARTISTS' MATERIALS.
New Stock Ladies' Shoes.
Tennis Bats, Balls, Nets, &c.
Hand-painted Photo Frames.
Photo Albums.
Photo Screens.
New French Novels.

BOOKS OF TRAVELS.
New Music, 5 pieces for \$1.
Badminton, Shooting, Cricket, Fishing, Tennis,
Coursing and Falconry, Hunting and Driving.
Huntley & Cook.
Essays on Naval Defence.
Brassie's Naval Annual.

W. BREWER,
UNDER HONGKONG HOTEL,
QUEEN'S ROAD.

Hongkong, 15th July, 1893.

**CENTRAL HOTEL,
SHANGHAI.**

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the
centre of the Settlements, has lately undergone extensive alterations, and is now fitted with
the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Single
and Double Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated
to a comfortable temperature during winter.
SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.
The Electric Lighting now partly laid on will be completed during this year, 1893.
An Assistant will attend on Passengers by Rail Steamers.
N.B.—Telegraphic Address:—"CENTRAL, SHANGHAI."

P. E. REILLY,
PROPRIETOR.

Intimations.

**THE HONGKONG AND KOWLOON
WHARF AND GODOWN
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of
Two-and-a-Half Dollars PER CENT.
(One Dollar and Twenty-five Cents per Share)
for the Six Months ending 30th June, 1893, will
be PAID to those Persons who are registered
as Shareholders in the above Company, on
MONDAY, the 11th July, 1893.
The TRANSFER BOOKS of the Company
will be CLOSED from the 27th to the 31st inst.,
both days inclusive.
By Order,
EDWARD OSBORNE,
Secretary.
Hongkong, 18th July, 1893. [1815]

**HONGKONG, CANTON AND MACAO
STEAMSHIP COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE FIFTY-FOURTH ORDINARY
HALF-YEARLY MEETING of SHARE-
HOLDERS in the Company, will be held at the
Office of the COMPANY, No. 18, Bank Buildings,
Queen's Road Central, on SATURDAY, the
29th instant, at 12 o'clock NOON, for the purpose
of receiving a Report of the Directors, together
with a Statement of Account, declaring a
Dividend, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to 29th instant,
inclusive.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 10th July, 1893. [1784]

**SELAMA TIN MINING COMPANY,
LIMITED.**

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
SELAMA TIN MINING COMPANY,
LIMITED, will be held at the COMPANY'S
OFFICE, on MONDAY, the 31st day of July,
1893, at NOON, when the subjoined Resolutions
which were passed at the Extraordinary General
Meeting of the Company held on the 13th July,
1893, will be submitted for Confirmation as
Special Resolutions:—
1st.—That the Company be Wound Up Volun-
tarily under the provisions of the Companies
Ordinance 1862 to 1893.
2nd.—That Mr. William Hutton Potts be, and
he is hereby appointed Liquidator for the
purpose of winding up the Company, and that
his remuneration as such Liquidator be the
sum of \$1,250, and that Messrs.
J. Orange, C. C. Inchbald, D. Gillies, W.
H. Ray and C. P. Chater, or any three of
them be, and they are hereby appointed an
Advisory Committee to assist the Liquidator
by their advice in the winding up of the
Company.
Dated Hongkong, 15th July, 1893.
By Order,
W. HUTTON POTTS,
Secretary.

NOTICE.
DURING my temporary absence from the
Colony, Mr. WILLIAM PENDER
MACLEAN, who holds my Power of Attorney,
will conduct the business of The Hongkong
Telegraph.
R. FRASER-SMITH,
Editor and Proprietor.
Hongkong, 7th July, 1893.

**CUSTOMS NOTIFICATION,
No. 51.**

I have handed over Charge of the KOWLOON
CUSTOM HOUSE and STATIONS to
Mr. H. ELGAR HOBBSON, who has been
appointed Commissioner of Customs for Kowloon
and District.
J. McLEAVY BROWN,
Commissioner of Chinese Customs.
I have Assumed Charge of the KOWLOON
CUSTOM HOUSE and STATIONS.
H. ELGAR HOBBSON,
Commissioner of Customs
for Kowloon & District.
Custom House,
Kowloon, 17th July, 1893. [1809]

**TO THOSE WHO
VALUE THEIR SIGHT.**

MR. N. LAZARUS,
OPHTHALMIC OPTICIAN.

By appointment to
H. H. THE MARQUIS OF DUFFERIN,
EX-VICEEROY OF INDIA,
&c., &c., &c.

Is now here
And, previous to establishing
A LOCAL AGENCY
May be consulted for
SPECTACLES
at the
HONGKONG HOTEL
for a few days only.

The system of Sight-testing (patent 4,354),
invented by him is now being universally
adopted, and Mr. LAZARUS specially invites
the Medical Profession and all interested in
OPTICAL SCIENCE to see this Beautiful Test
and the latest improvements in
LENSES and FRAMES,
As prescribed by Ophthalmic Surgeons.
Hongkong, 12th July, 1893. [1791]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAUSE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
sympathy and support, and desires to state that
she will be pleased to receive orders for all
kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies' and Children's Under-clothing,
Children's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superioress will also be most grateful for
any FAYES, or old EYEGLASSES to be made into
Books for the Children of the Poor Schools, who
are taught by the Sisters.
Hongkong, 22nd April, 1893. [1403]

Shipping.

STEAMERS.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"NAMO." Captain Harris, will be despatched for the
above Ports on MONDAY, the 24th instant, at
Noon, and not as previously notified.
For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.
Hongkong, 22nd July, 1893. [1820]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"BENLOMOND." Captain Thomson, will have quick despatch for the
above Port.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th July, 1893. [1777]

**EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.
(Calling at MACAO, TIMOR, PORT DARWIN, and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"CATTERTHUR." Captain Shannon, will be despatched for the
above Ports on WEDNESDAY, the 26th instant,
at Daylight.
This well-known Steamer is specially fitted
for Passengers, and has large Cooling Cham-
bers, thus ensuring a supply of Fresh Meat,
Sugar, &c., throughout the voyage. A fully qualified
Surgeon is carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 18th July, 1893. [1773]

"SHIRE" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND
ANTWERP.

THE Steamship

"PEMBROKESHIRE." Captain Gedge, will be despatched as above on
or about the 28th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 15th July, 1893. [1646]

"SHELL" LINE OF STEAMERS.
FOR HAVRE AND LONDON, VIA SAIGON.

THE Steamship

"SPONDILUS." Captain —, will be despatched for the above
Ports on or about the 21st August.
For Freight or Passage, apply to
SHAW & Co.,
Agents.
Hongkong, 20th July, 1893. [1731]

Consignees.

**PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.**

CONSIGNEES OF CARGO per Steamship
CITY OF PEKING.

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from along-
side.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.
J. S. VAN BUREN,
Agent.
Hongkong, 17th July, 1893. [1811]

To be Let.

TO LET.
WITH IMMEDIATE POSSESSION.
A SEVEN ROOMED HOUSE at Robinson
Road, "PARADE VILLA," with a Large
Garden attached, Water and Gas laid on.
ONE GODOWN No. 117, Praya East,
Bowlington.
Apply to
DORABEE NOWROJEE,
Victoria Hotel.
Hongkong, 3rd July, 1893. [1742]

TO LET.
No. 2, SEYMOUR TERRACE,
THIRD FLOOR in No. 6, Queen's Road.
ROOMS in College Chambers,
No. 4, OLD BAILEY STREET.
OFFICES in Victoria Buildings,
DAVID SASSOON, SONS & Co.,
Hongkong, 23rd June, 1893. [1631]

TO LET.
FROM 1ST OCTOBER NEXT to 31ST MARCH,
1894.
No. 2, HILLSIDE, PEAK, for \$45.00 and
taxes.
Apply to
A. HERBERT RENNIE,
P.W.D.
Hongkong, 14th July, 1893. [1799]

TO LET.
OFFICES in Praya Central, above Messrs.
Douglas Lafrank & Co.'s Office.
"THE WILDERNESS," in Cause Road.
OFFICES First and Second FLOORS of No. 4,
Queen's Road Central, over the Bank of
China, Japan and Straits, Limited.
Nos. 11 & 12, COOMBE ROYAL—a Large
Furnished House at Magdalen Gap.
NEW HOUSES in Elgin Street, Peel Street,
and Station Street.
No. 4, RIFON TERRACE—Bonham Road,
No. 7, PRAYA CENTRAL, at present occu-
pied by the New Oriental Bank (in Liquidation).
No. 4, BLUE BUILDINGS.
FLOORS and GODOWNS in Blue Buildings.
GROUND and FIRST FLOORS of No. 5,
Shalley Street.
No. 10, OLD BAILEY.
No. 14, KNUXTFORD TERRACE, Kowloon.
No. 6, CHANCERY LANE.
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 4th July, 1893. [1748]

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—100 per cent.
 The National Bank of China, Ltd.—on 28.10.
 The Bank of China, Ltd.—Founders
 shares, \$140 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—
 50 cents, dis. sellers.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares, £40, sellers.
 Chinese Imperial Loan of 1884 B—2 1/2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1884 C—2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—14 per cent.
 premium.
 Union Insurance Society of Canton—\$83 per
 share, sellers.
 China Traders' Insurance Company—\$52 per
 share, sellers.
 North China Insurance—£110 per share,
 buyers.
 Canton Insurance Company, Limited—\$112 per
 share, sales and sellers.
 Yangtze Insurance Association—\$100, sellers.
 On 100 Insurance Company, Limited—£150
 per share.
 Hongkong Fire Insurance Company—\$220 per
 share, sellers.
 China Fire Insurance Company—\$83 per share,
 sellers.
 Hongkong, Canton, and Macao Steamboat—£25
 per share, sellers.
 China and Manila Steam Ship Company—\$35
 per share, buyers.
 Indo-China Steam Navigation Company, Limited
 —40 per cent. discount, sellers.
 Douglas Steamship Company—\$35 per share,
 sales and sellers.
 The Steam Launch Co., Limited—\$20 per share,
 sales.
 Hongkong and Whampoa Dock Company—70
 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$15 per share,
 sales and buyers.
 Hongkong Hotel Company—\$15 per share,
 sales and buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 —\$50.
 The Austin Arms Hotel and Building Company,
 Limited—\$4 per share, sellers.
 The Shamoon Hotel Co., Limited—\$48 per
 share, sellers.
 Panjoni Mining Co.—\$48 per share, sales and
 buyers.
 The Rauld Gold Mining Co., Limited—\$48 per
 share, sales and sellers.
 The Rauld Gold Mining Co., Limited—
 40 cents, per share, sellers.
 Société Française des Charbonnages du Tonkin
 —\$8 per share, sellers.
 The Jelebu Mining and Trading Co., Limited—
 \$45 per share, sales and sellers.
 London and Pacific Petroleum Co., Ltd.—nir.
 nominal.
 China Sugar Refining Company, Limited—\$155
 per share, old shares, sales and sellers.
 Laron Sugar Refining Company, Limited—\$35,
 nominal.
 A. S. Watson & Co., Limited—\$11 per share,
 sales and buyers.
 Dakin, Cruickshank & Co., Limited—\$4 per
 share, sellers.
 Hongkong Dairy Farm Co., Limited—\$48 per
 share, buyers.
 The Kowloon Land Investment Co., Limited—
 \$6 per share, sales and buyers.
 The Hongkong Land Investment Co., Limited—
 \$50 per share, ex. div. sales and sellers.
 The West Point Buildings Co., Limited—\$23
 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share,
 sellers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$40 per share, nominal.
 Hongkong Rope Manufacturing Company,
 Limited—\$85 per share, sellers.
 Hongkong Gas Company—\$105 per share,
 buyers.
 Hongkong Ice Company—\$68 per share, sellers.
 Hongkong and China Bakery Company, Limited
 —\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited
 \$31 per share, sellers.
 The Green Island Cement Co.—50 cents, buyers.
 The Hongkong Electric Light Co., Limited—
 \$3 per share, sales and buyers.
 The Hongkong Steam Laundry Co., Limited—
 \$25 per share, nominal.
 The Hongkong High-Level Tramway Co.,
 Limited—\$67 1/2 per share, sales.

EXCHANGE.

ON LONDON—Bank, T. T. 2/6
 Bank Bills, on demand 2/6
 Bank Bills, at 4 months' sight 2/6
 Credits at 4 months' sight 2/6
 Documentary Bills, at 4 months'
 sight 2/6
 ON PARIS—
 Bank Bills, on demand 3/14
 Credits, at 4 months' sight 3/23
 ON INDIA—
 T. T. 193
 On Demand 193
 ON SHANGHAI—
 Bank, T. T. 72 1/2
 Private, 30 days' sight 73

VISITORS AT THE HONGKONG HOTEL.

Mr. H. S. Cooke. Mr. T. Mitchell.
 Mr. E. H. Derrick. Mr. F. Monks.
 Rev. A. E. E. Mr. F. E. Shean.
 Mr. H. E. Hobson. Mr. J. S. Shean.
 Mr. & Mrs. A. O'Keefe. Captain Stubb.
 Mr. N. Lazarus. Mr. C. Zanella.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. W. H. R. Loxley.
 Mr. H. W. Bird. Mr. MacLean.
 Mr. C. E. Bird. Mr. & Mrs. E. J. Main
 and family.
 Mr. A. Connington. Mr. E. A. Major.
 Mr. F. Deacon. Mr. Medhurst.
 Mr. and Mrs. R. Dixon. Mr. Mehta.
 and family.
 Mr. F. East. Mr. Monney.
 Mr. W. E. van Eps. Mr. R. Ramsay.
 Mr. S. Forsyth. Mr. H. W. Robertson.
 Mr. Greene. Mr. A. R. Shook.
 Mr. E. J. Glat. Mr. Sparrow.
 Mr. E. J. Hagen. Mr. E. Tomlin.
 Mr. T. Howard. Mr. Geo. L. Tomlin.
 Mr. V. Kofod.

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer
 Yarra, with the outward French mail, left
 Singapore on the 19th instant, and may be
 expected here on the 23rd.

THE INDIAN MAIL.
 The steamer Calcutta, from Calcutta,
 left Singapore on the 18th instant, and may be
 expected here on the 23rd.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *China*, with
 mails, &c., from San Francisco and Honolulu,
 left Yokohama on the 22nd instant, and may be
 expected here on the 27th.

The O. & O. S. S. Co.'s steamer *Belgia*, with
 mails, &c., left San Francisco for this port, via
 Yokohama, on the 13th instant.

NORTHERN PACIFIC MAIL.

The Northern Pacific Steamship Co.'s steamer
Mogul, from Victoria, B.C., left Yokohama on
 the 22nd instant, and is expected here on the
 28th.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer
Empress of China left Vancouver for Japan,
 Shanghai and Hongkong on the 17th instant,
 and may be expected here about the 6th proximo.

STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer
Calcutta left Shanghai to-day at 6 p.m., and
 may be expected here on the 24th instant.
 The "Glen" line steamer *Glenara*, from
 London, left Singapore on the 18th instant, and
 is expected here on the 24th.
 The Ocean Steamship Co.'s steamer *Talawa*
 left Singapore on the 18th instant, and
 is expected here on the 24th.
 The P. & O. S. N. Co.'s steamer *Nizam*, from
 Bombay, left Singapore on the 19th instant, and
 may be expected here on the 25th.
 The D. D. R. steamer *Irma*, from Hamburg,
 left Singapore on the 20th instant, and is
 expected here on the 26th.
 The Navigazione Generale Italiana steamer
Blanca left Bombay on the 19th instant, and
 may be expected here on the 30th.
 The P. & O. S. N. Co.'s steamer *Formosa*
 left London for this port on the 14th instant.

Shipping.

ARRIVALS.

BENLOMOND, British steamer, 1,757, A. W. S.
 Thompson, 22nd July, Amoy 20th July.
 Tea.—Gibb, Livingston & Co.
 YUNNING, Chinese steamer, 567, L. H.
 Richards, 22nd July, Canton 22nd July.
 General.—C. E. & M. Co.
 CANTON, British steamer, 1,110, T. H. Sellar,
 22nd July, Canton 22nd July, General.
 Justice, Matheson & Co.
 TAIWAN, British steamer, 1,100, O. Anderson,
 22nd July, Bangkok 13th July, and Koh-
 chang 16th, Rice.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Triumph, German steamer, for Hoihow, &c.
 Mathilde, German steamer, for Tournai.
 Canton, British steamer, for Swatow, &c.
 Namkang, British steamer, for Amoy.
 Benlomond, British steamer, for Singapore, &c.
 Telstar, German steamer, for Singapore.
 Vektor, British steamer, for Yokohama.
 Phra Nang, British steamer, for Singapore, &c.
 Yang-ping, Chinese steamer, for Tientsin.

DEPARTURES.

July 21, *Emeralda*, British str., for Manila.
 July 22, *Tellus*, Norwegian str., for Kutchinot.
 July 22, *Alvina*, German str., for Hoihow, &c.
 July 22, *Fokien*, British steamer, for Swatow, &c.
 July 22, *Verona*, British str., for Nagasaki, &c.
 July 22, *Nanchang*, British str., for Swatow.
 July 22, *Sigan*, British str., for Shanghai.
 July 22, *Pera Wang*, British str., for Singapore
 and Bangkok.
 July 22, *Nestor*, British str., for Yokohama.
 July 22, *Namkang*, British str., for Amoy.

PASSENGERS—ARRIVED.

Per *Taiwan*, from Bangkok, &c.—6 Chinese.
 DEPARTED.
 Per *Verona*, for Nagasaki.—Mrs. Kaia. For
 Yokohama.—Messrs. Brewis and Deant.
 Per *Emeralda*, for Manila.—Messrs. R. W.
 Brown, B. Ullmann, and A. M. Carneiro.

REPORTS.

The British steamer *Benlomond* reports
 that she left Amoy on the 22nd instant. Had
 strong south-west winds and squally weather
 with heavy rains.

Post Office.

A MAIL WILL CLOSE—
 For Canton.—Per *Pouan* to-morrow, the 23rd
 instant, at 9 A.M.
 For Kobe.—Per *Benlawers* on Monday, the
 24th instant, at 11:30 A.M.
 For Hongkong.—Per *Hanoi* on Monday, the
 24th instant, at 11:30 A.M.
 For Singapore and London.—Per *Malacca*
 on Monday, the 24th instant, at 11:30 A.M.
 For Singapore and New York.—Per *Benlo-
 mond* on Monday, the 24th instant, at 11:30 A.M.
 For Swatow, Amoy & Foochow.—Per *Namoa*
 on Monday, the 24th instant, at 11:30 A.M.
 For Europe, &c.—Per *Braunschweig* on Mon-
 day, the 24th instant, at 2:30 P.M.

SHIPPING IN HONGKONG

STRAMERS.
 AMIGO, German steamer, 771, T. Bendixen, 26th
 July, Saigon 12th July, Rice.—Wielor &
 Co.
 AVOCHE, British steamer, 1,054, T. R. 18th
 July, Bangkok 26th June, and Koh-
 chang 4th July, Rice.—Melchers & Co.
 BANTAM, Dutch steamer, 1,457, C. J. van de
 Berg, 19th July, Bangkok 13th July, Rice.
 —Lants, Wegener & Co.
 BENLOMOND, British steamer, 1,110, J. Sarchet, 14th
 July, Saigon 10th July, General.—Woo
 Kee.
 BENLAWERS, British steamer, 1,484, A. Webster,
 16th July, Kobe, and Moli 1st July, Coals
 and General.—Gibb, Livingston & Co.
 CAPT. CORONIA, British steamer, 1,767, H. J.
 Alston, 21st July, Hongkong 18th July, Coals.
 —Jardine, Matheson & Co.
 CRUWAN, German steamer, 625, W. Wendt, 14th
 July, Haiphong 12th July, Rice and
 General.—A. R. Marty.
 CITY OF PEKING, American steamer, 3,129, R.
 R. Seale, 17th July, San Francisco 24th
 June, and Yokohama 18th July, Mails and
 General.—P. M. S. S. Co.
 CROOKERY, British steamer, 1,664, W. B.
 Duncan, 16th July, Sumatra 7th July,
 Sugar.—Jardine, Matheson & Co.
 CROWN OF ARAGON, British steamer, 1,486, J.
 G. Doward, 17th July, Zanzibar 21st June,
 General.—Gillman & Co.
 EMPRESS OF JAPAN, British steamer, 5,004, F.
 G. Monaviet, 17th July, Vancouver 18th
 June, Yokohama 10th July, Kobe 2nd,
 Nagasaki 15th, and Shanghai 15th, General.
 —P. M. S. S. Co.
 FAME, British steamer, 117, Captain McLean,
 Hongkong Government tender.
 HANOI, French steamer, 735, M. E. Montell,
 21st July, Haiphong 19th July, General.—
 A. R. Marty.
 HOLSTEIN, German steamer, 1,103, J. Bruhn,
 20th July, Saigon 16th July, Rice, Paddy
 and General.—Wielor & Co.
 HONGKONG, French steamer, 750, C. Baume,
 8th July, Haiphong 6th July, Rice.—A. R.
 Marty.
 HUPPE, British steamer, 1,245, T. Quill, 15th
 July, Java 7th July, Sugar.—Butterfield &
 Swire.

HONGKONG—STEAMERS.

(Continued)

INDEPENDENT, German steamer, 1,003, Schlier,
 11th July, Maritimes 15th June, General.
 —Wielor & Co.
 KUTANG, British str., 1,495, G. H. Bowker,
 21st July, Calcutta and July, Penang 10th,
 and Singapore 15th, Opium and General.—
 Jardine, Matheson & Co.
 MANDARIN, British steamer, 1,170, C. W.
 Ralston, 14th July, New York 11th May,
 Port Said 9th June, and Singapore 6th
 July, General.—Gibb, Livingston & Co.
 MATHILDE, German steamer, 600, P. Moore, 18th
 July, Quinhon 13th July, and Tournai 16th,
 General.—Stiemensen & Co.
 MEMMO, British steamer, 826, B. Branch, 14th
 July, Saigon 6th July, Timber, Rattans
 and General.—Butterfield & Swire.
 NAMOA, British steamer, 863, J. Harris, 20th
 July, Foochow 16th July, Amoy 17th, and
 Swatow 19th, General.—D. LaPrak & Co.
 NANTHEAN, British steamer, 805, J. Blackburne,
 18th July, Singapore 12th July, Timber.—
 Hop Hing Hong.
 NANYANG, German steamer, 1,036, F. Schulz,
 21st July, Canton 21st July, General.—
 Stiemensen & Co.
 PHU CHOM KLOK, British steamer, 1,011, J.
 Fowler, 19th July, Bangkok 9th July, and
 Koh-chang 13th, Rice and General.—
 Yuen Fat Hong.
 PILOT FISH, British steamer, 161, A. Stopaul,
 —Hongkong and Whampoa Dock Co.
 PROSPERITY, British steamer, 1,357, W. H.
 Farrand, 14th March, Saigon 6th March,
 Rice and Paddy.—Arnold, Barkers & Co.
 TETAKOS, German steamer, 1,750, W. Brulung,
 15th July, Saigon 11th July, Rice.—Stiem-
 sen & Co.
 TRIUMPH, German steamer, 674, J. Bruhn, 20th
 July, Haiphong 18th July, General.—Ed.
 Schellhaus & Co.
 WUOZAN, German steamer, 1,050, A. Ott, 12th
 July, Karatun 6th July, Coals.—Lants,
 Wegener & Co.
 ZARRO, British steamer, 675, A. W. R. Cobban,
 18th July, Manila 15th July, General.—
 Sheehan & Co.

SAILING VESSELS.

ABYRIA, British bark, 1,128, H. W. Dunlop, 5th
 July, Singapore 17th June, Timber.—
 Master.
 CAMBRIA, Danish bark, 1,158, H. Pedersen, 9th
 June, New York 29th December, Kerosene
 Oil.—Order.
 FUNO SHU, Hawaiian bark, 980, Mahany,
 20th July, New York 5th April, Oil.—
 Sheehan & Co.
 HARTMAN, British ship, 1,610, W. P. Potter,
 14th May, New York 24th Dec., Oil.—
 Melcher & Co.
 HENRY FAIRING, American ship, 1,879, G.
 Merriman, 15th June, San Francisco 30th
 April, Oil.—Master.
 ICKERO, American ship, 1,135, Treat, 1st June,
 —New York 4th January, Kerosene Oil.—
 Jardine, Matheson & Co.
 JOHANN ADOLPH, German bark, 310, E. Wiese,
 26th June, Albany (W.A.), 17th May,
 Sandalwood.—Stiemensen & Co.
 EMILIE, German bark, 948, H. Schutt, 21st July,
 —Haiphong 9th July, Ballast.—Captain.
 NICOVA, British bark, 506, T. Norris, 25th
 June, San Francisco (California), 23rd
 April, General.—Wielor & Co.
 PARAMITA, American ship, 1,408, Spule, 21st
 April, San Francisco 17th Feb., Flour,
 Chinese.
 SONALI, British 4-masted ship, 3,323, D.
 Morgan, 17th May, Singapore 21st March,
 Ballast.—Order.
 Wm. La. LACHURE, British bark, 173, W.
 Reynolds, 4th July, Calcutta (East Coast of
 Luzon), 10th June, Timber.—Gibb, Living-
 ston & Co.

Auctions.

GOVERNMENT NOTIFICATION.
 No. 270.
 THE following Particulars and Conditions of
 Sale of Crown Land, by Public Auction,
 to be held on the spot, on
 MONDAY,
 the 24th day of July, 1893, at 4 P.M., are
 published for general information.
 By Command, G. T. M. O'BRIEN,
 Colonial Secretary.

Particulars and Conditions of the letting by
 Public Auction Sale, to be held on Monday,
 the 24th day of July, 1893, at 4 P.M., by Order of
 His Excellency the Governor, of One Lot of
 CROWN LAND at Pak Tsan Heung, Kowloon,
 in the Colony of Hongkong, for a term of 75
 Years.

PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measure-ment.	Area in Acres, Roods, and Perches.	Annual Rental.	Upset Price.
18	Kowloon Island Lot 18	18 1/2	18 1/2	40	730
19	Fuk Heung	10 1/2	10 1/2	40	1044

For Sale.

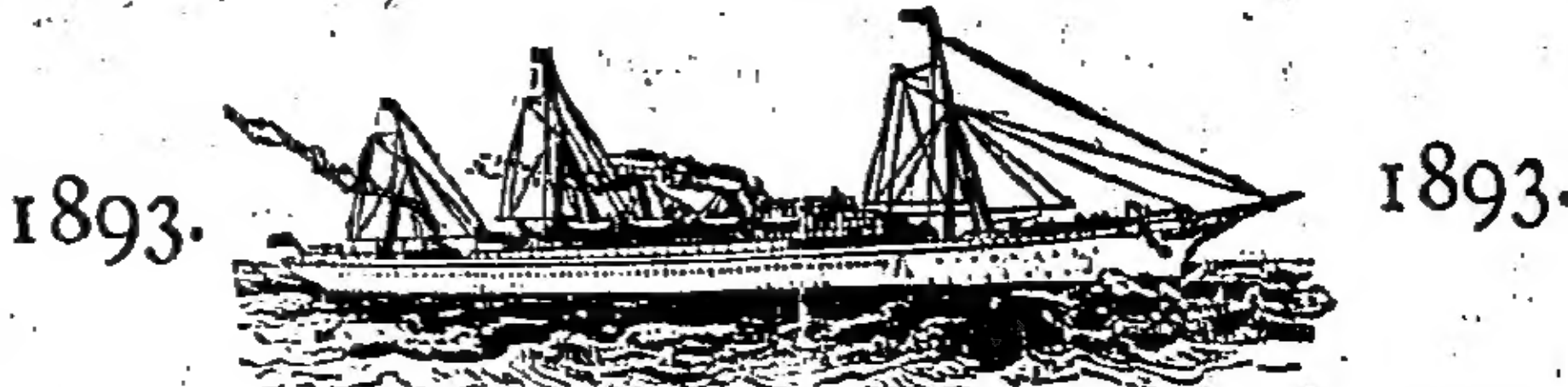
CHAMPAGNE
 "PIPER-HEIDSIECK,"
 ANCIENNE MAISON HEIDSIECK
 FONDÉE EN 1765.
 KUNLEMAN & CO., SUCCESSEURS, REIMS.
 \$21 per dozen quarts.
 \$23 per dozen pints.
 CALDECK, MACGREGOR & Co.,
 Sole Agents,
 Hongkong and China.
 Hongkong, 2nd July, 1893. [735]

THEY LEAD THEM ALL,
 THE CELEBRATED
CALIFORNIA WINES,
 from the well-known Vineyards of MOORE,
 KESLER, and VAN BRUNEN, San Francisco,
 and J. P. SMITH (Olivina) Livermore,
 California.

Guaranteed to be Pure and Unadulterated.
 Pure BLACKBERRY BRANDY and fresh
 Consignments of BARTLETT SPRING
 MINERAL WATER by each Steamer.
 Prices forwarded on application to
 MACDONALD BROTHERS & LOCKARD,
 Commission Merchants,
 No. 30, Water Street,
 Yokohama, 12th August, 1893. [56]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN 5,000 Tons WEDNESDAY, 26th July.
 EMPRESS OF INDIA 5,000 " WEDNESDAY, 16th August.
 EMPRESS OF CHINA 5,000 " WEDNESDAY, 6th September.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and
 Call at VICTORIA, B.C., to Land and Embark Passengers.
 The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-
 Continental Route.
 Passengers Booked to all the principal points in Canada and the United States, and also
 through to Great Britain and the Continent of Europe, at Current Rates, with Passengers
 choice of Atlantic Line.
 RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue
 to date of re-embarking at Vancouver.
 SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval,
 Military, Diplomatic and Civil Services, and to European Officials in the service of China or
 Japan.
 The Canadian Pacific Railway is the only Trans-Continental Line extending from the
 Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change.
 The Dining Cars and Mountain Hotels on this Route are owned by the Company and their
 appointments and Cuisine are unexcelled.
 The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated
 by Steam during the Winter Season.
 EXCURSIONS TO JAPAN—During the Summer months, Sea Trips can be made from
 Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.
 For further information as to Passage and Freight, apply to
 D. E. BROWN,
 General Agent.
 Hongkong, 5th July, 1893. [3]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 27th July.
 China (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 8th August.
 Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 26th August.

THE U. S. Mail Steamship

"CITY OF PEKING"
 will be despatched for SAN FRANCISCO, via
 NAGASAKI, KOBE, INLAND SEA, YOKO-
 HAMA and HONOLULU, on THURSDAY
 the 27th July, at 1 P.M., taking Passengers and
 Freight for Japan, the United States, and Europe.
 Steamers of this line pass through the IN-
 LAND SEA OF JAPAN, and call at Honolulu,
 and passengers are allowed to break their
 journey at any point en route.

Through Passage Tickets granted to England,
 France, and Germany by all trans-Atlantic lines
 of Steamers, and to the principal cities of the
 United States or Canada. Rates may be
 obtained on application.

First Class Passengers have full choice of any
 of the Overland Routes, including CENTRAL
 PACIFIC, SOUTHERN PACIFIC, UNION
 PACIFIC, NORTHERN PACIFIC, AND
 DENVER AND RIO GRANDE RAILWAYS.
 They can also travel over the CANADIAN
 PACIFIC RAILWAY, on payment of \$10 in
 addition to the regular tariff rate.

Particulars of the various routes can be
 had on application.

Special rates (first class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic, and Civil Service, to European
 Officers in service of China and Japan, and to
 Government officials and their families.

Through Bills of Lading issued for trans-
 portation to Yokohama and other Japan Ports,
 to San Francisco, to Atlantic and Inland Cities
 of the United States, via Overland Railways, to
 Havana, Trinidad, and Panama, and to ports
 in Mexico, Central and South America, by the
 Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
 the day previous to sailing. Parcel Packages will
 be received at the Office until 5 P.M. same day;
 all Parcel Packages should be marked to ad-
 dress in full; value of same is required.

Consular Invoices to accompany Cargo des-
 tined to Ports beyond San Francisco, in the
 United States, should be sent to the Company's
 Office in Sealed Envelopes, addressed in the
 Collector of Customs at San Francisco.

For further information as to Passage and
 Freight, apply to the Agency of the Company,
 No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 12th July, 1893. [5]

SIENTING.

SURGEON DENTIST.
 No. 10, PAGULAI STREET.
 TERMS VERY MODERATE.
 Consultation free.
 Hongkong, 27th September, 1893. [176]

DENTISTRY.
 FIRST CLASS WORKMANSHIP
 AND MODERATE FEES.
 M. R. WONG TAI-FONG,
 Surgeon Dentist,
 (Formerly styled Apocryphic, and latterly
 assistant to Dr. Rogers).
 HAS REMOVED
 TO
 THE BANK BUILDINGS,
 QUEEN'S ROAD,
 (Opposite Hongkong Hotel).
 CONSULTATION FREE.
 [Joseph, 17th July, 1893.] [24]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Mogul Tuesday August 8th.
 Victoria Tuesday August 29th.
 Tacoma Thursday Sept. 28th.
 Mogul Thursday October 10th.
 Victoria Thursday November 9th.
 Tacoma Tuesday December 12th.

THE Steamship

"MOGUL,"
 Captain Golding, sailing at Noon, on TUESDAY,
 the 8th August, will proceed to VICTORIA,
 B.C., and TACOMA, via SHANGHAI, INLAND
 SEA, KOBE and YOKOHAMA.
 Through Bills of Lading issued to Japan,
 Pacific Coast Ports, and to Canadian and
 United States Ports.
 Consular Invoices of Goods for United States
 Ports should be in quadruplicate, and one
 copy must be sent forward by the steamer to
 the care of the General Agent, Northern Pacific
 Railroad, Tacoma, Wash.
 Parcels must be sent to our Office with address
 marked in full by 5 P.M. on the day previous to
 sailing.
 For further information as to Passage or
 Freight, apply to
 DODWELL, CARLILL & Co.,
 Agents,
 Hongkong, 19th July, 1893. [14]

Intimations.

CAPTAIN CH. ROBINSON, COAL CONTRACTOR, COMPRADORE AND STEVEDORE.

SHIPS VISITING MANILA SUPPLIED
 WITH PROVISIONS, DUNNAGE, &c.
 WATER and BALLAST BOATS.
 Manila, 13th March, 1893. [138]

J. W. KEW & CO'S STEAM WATER BOATS, PURE FRESH WATER.

THE attention of SHIPOWNERS, AGENTS and
 CAPTAINS is called to the Superior Quality
 of TYTAM FILTERED WATER offered by
 J. W. KEW & Co., also to the advantages
 derived from their being able to Supply their
 Water in one-fourth the time occupied by the
 old fashioned and obsolete hand pumps.
 No impeding the loading or discharging of